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Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, WEDNESDAY, JULY 6TH, 1904. 壹月柒年肆零百九仟壹英港香

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IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

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"SPECIAL BLEND" WHISKY
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Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSSSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.55 per bag ex Factory.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 14th August, 1903.

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following:-
MONOPOLE, FUTUOLE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.

MOTOR CYCLES, MAIL CARRIERS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES AND BALL BEARINGS throughout.

Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Co-enamelling a
specialty.

MCKIRDY & CO.,
43 & 34, Queen's Road East.

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THE HONGKONG ICE COMPANY, Ltd.,
have now 40,000 Cubic feet of Ice.
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods

W.M. PARLANE, Manager.

Hongkong, 18th November, 1901.

DAVID CORSAIR SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
CANVAS
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.

3486 Sole Agents.

HOTEL PRINZ HEINRICH
AND STRAND HOTEL,
TSINGTAU.

THE Tsingtau Hotel Company is now
erecting a new Bathing Hotel on the
beach of the Augusta Victoria Bay at Tsingtau.

It will contain 45 suites of rooms, consisting
each of sitting room, verandah, bedroom and
bathroom, lighted throughout by electricity.

Its situation in the immediate proximity of
the beach will make it specially suited for the
residence of ladies and children, while concerts
of the splendid Marine Band and the pretty
surroundings of Tsingtau will contribute to the
pleasure and recreation of all visitors. The
absence of the native element is a striking
feature of Tsingtau, not met with at any other
place in China.

The Hotel will be opened on the 1st of June.
An Omnibus will meet every steamer to carry
passengers and baggage to the Hotel.

Intending Visitors to either the Hotel Prinz
Heinrich or the new Strand Hotel are respectfully
requested to send in early applications for
rooms to

THE MANAGER,
Hotel Prinz Heinrich, Tsingtau,
Tsingtau, 28th May, 1904.

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.

For terms apply—
B. F. HOWARD,
Lessee and Manager.

Hongkong, 2nd July, 1904.

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GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

[a38]

NEW STOCK

SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

[a39]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALID'S PORT

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

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THE ELITE OF WHISKY—

THE "PALL MAIL."

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11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSSEN & CO., HONGKONG.

[a45]

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MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

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SHIP DESIGNS AND SPECIFICATIONS PREPARED.

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CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEL. GOODS Kept.

Agents for MESSRS. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK,"

Telephone No. 358.

[a1153]

Hongkong, 1st May, 1904.

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

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THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMEMBERT,

CHEESE, SAUVOIR, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS TOYS.

A. CHAZALON & CO.

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TENNETT'S PILSNER BEER.

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Hongkong, 15th June, 1904.

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Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

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Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

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machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

Moderate CHARGES! NO EXTRAS!

H. HAYNES,
Manager.

[a48]

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Admirably Situated, Sheltered from the
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West Monsoon.

A COVELED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

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AERATED WATERS of our manufacture made under constant European export supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

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LIMITED.THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the EDITOR, not for publication, but evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD, S.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6TH JULY, 1904.

AMONGST the great administrators for whom the Victorian age will ever be famed few names stand out more prominently than that of Sir ROBERT HART, in whose hands for upwards of forty years has rested the control of the Foreign Customs of China; and whose good work has built up one of the most splendid and efficient services of the century. Built up from the beginning free from the dangers of what is usually known as politics, the service has been open to all the nations of the earth; and out of such an apparently incongruous mixture, through the single-hearted work of the one man, has been built up a service which for unity of purpose and *esprit de corps* has seldom been exceeded. As having the largest interests at stake, as well as being the most concerned in the opening up of China, the chief management of affairs naturally fell to an Englishman, but so well has the institution been conducted, and so carefully for many years did Sir ROBERT HART avoid the error of permitting himself to be swayed by merely political considerations, that for many years the Customs service was superior to the efforts of those intriguants, native or foreign, who have at all times found Peking a fertile soil for the exercise of their peculiar arts. Sir ROBERT HART has now attained an age when it is customary for even the most active of intellects to seek rest in retirement, and from time to time appear evidently inspired paragraphs hinting that the wished-for period has arrived, and that the resignation of the Inspector-General may any day be looked forward to. Doubtless in many cases the wish is father to the thought, yet it would be futile to suggest that there is no foundation for these rumours, or that the time has not arrived when it is becoming daily more necessary

to look the prospect in the face. Personally, as we have said, Sir ROBERT HART's administration has been singularly free of international jealousies, and the best man has ever had the chance of promotion offered to him. In one particular, and perhaps only one, has the present holder of the office failed to meet the expectations of those most interested in the personality of the service, and that is a weakness which curiously he has shared with many of the greatest minds in history; he has failed, and the failure is at the moment a serious one, to train up an adequate successor whose appointment will meet with the like universal approval as his own. This absence of political bias is one of the great difficulties that present themselves in the appointment of a successor, as it is essential for the permanence of an office, which itself is one of the strongest guarantees for the continuance of the Empire, that this independence of mere political aims should be the most prominent factor in the appointment of a successor, such an independence as in the present holder has established a record, as an Englishman, for perfect justice and impartiality, not only as between man and man, but between nationality and nationality. Possibly, and the complaint is pretty general amongst Englishmen, his impartiality was so strongly marked, that sooner than have it called in question, it sometimes when things were equally balanced, contrived to carry his decision just over the dead centre, and gave the advantage to the non-English.

The career of Sir ROBERT HART as Inspector-General may be divided into two great epochs, that before, and that after he had been offered and accepted the post of British Minister in June, 1885. No greater blunder, even in an age so prodigal of blunders, was ever made; and with his acceptance of the office Sir ROBERT HART's career of usefulness may be said to have come to an end. The good administrator and the good politician are seldom combined, and Sir ROBERT was no exception to the rule; as an administrator he stood on the highest level, and might have continued there to the end of his capacity. The British Government, without running counter to the interests of other Powers, were able to support his action; and the consciousness that this support would be forthcoming frequently enabled his recommendations to be carried even when they were opposed by the most reactionary methods of the Chinese obstructives. All this was changed when the Inspector-General unwisely accepted for a time the position of British Minister. It is true that the offer of the post was one extremely flattering to the self-consciousness of anyone, however high his previous position; and had Sir ROBERT HART previously been free of his engagements with the Chinese Government it might have been a wise appointment. As it was, it was evident to anyone intimately acquainted with the workings of the position that its acceptance must lead to endless misunderstandings, and could not be conducive to British interests. As a fact so great was the friction induced that from the very beginning the appointment proved a fiasco, and it became necessary to choose between Sir ROBERT as British Minister and the occupancy of the Inspectorate of a British subject. More unfortunately still, it was subsequently arranged that the Minister, with his wings clipped, and his power for good irrevocably ruined, should go back to his former office of Inspector-General. From that time the Inspector-General was almost forced to convert the office from one of administrator pure and simple into a political factor wherein he found himself opposed to all the other Powers, while the British Government for a similar reason were unable to afford him adequate support. This was shown in a curious but instructive manner when, Sir NICHOLAS O'CONOR having been appointed Minister, an influential intrigue was started amongst all the other Ministers then at Peking, wherein it was suggested, probably without a particle of reason, that the Inspector-General and the British Minister were playing into each other's hands, and so powerful was the pressure brought to bear that the Minister, contrary to all precedent, was at once sent as Ambassador to St. Petersburg. From that time till the outbreak of the Russo-Japan war British influence has steadily declined at Peking, and with British influence also that of the Inspector-General, who gradually, from being the trusted adviser of the Peking Government, sank into the position of being its humble dependent. To such an extent was this carried that in the troubles of the spring of 1900 the Inspector-General, to whom the British Government, clinging

fast to memories of the long ago past, trusted for information of what was going on around him, proved to be the absolutely worst-informed individual in the capital.

As the question of Sir ROBERT HART's successor must arise within the immediate future, and as his retirement is openly mentioned, we have unwillingly broken our usual reserve. It is true that the operation of recent events has in some slight measure restored the weight of British councils at Peking, by pointing out that on the whole they have been actuated by a greater regard for the interests of the Chinese Government than those false but loud-tongued flatterers who only sought their own aggrandizement, utterly regardless of any higher aim. It is well that the British Government should boldly face the situation; and this the more advisedly that many, if not the majority of the difficulties in China, have been conducted to by its inveterate habit of refusing to look its difficulties in the face.

Only three cases of plague were on yesterday's list.

Plague has broken out at Aden, and the place is under sanitary restrictions.

Mr. Geo. P. Lamont's furniture auction, advertised to take place to-morrow, the 7th inst., has been postponed till Saturday, the 9th instant.

Transvaal mining houses interested in the importation of Chinese labour have purchased the old refugee camp near Durban as a receiving depot for the coolies.

Capt. A. Stewart, of the s.s. *Catherine Anne*, reported on arrival at Singapore that a Chinese passenger jumped overboard while the vessel was leaving Hongkong, and swam ashore.

Messrs. Dick, Kerr & Co., Ltd., of London, the contractors who have constructed the Hongkong tramways, have got the contract for the Siamese Tramway Co.'s lines and equipment.

Sixty Chinamen in Liverpool and district petitioned the Home Secretary not to reprimand their fellow-countrymen, Pong Lung, who was recently sentenced to death for the murder of another Chinaman, Go Hing.

Sir Henry Irving in two years' time will attain his jubilee as a "strolling player," and when this period arrives he intends to retire. This announcement was made by the veteran actor himself at a reception given to him by the Manchester Arts Club last month.

In his annual report on the Straits Police Force for 1902, the Inspector-General states that six secret societies exist in Penang, and that two of them, the Ban An Tye and Pang Leong Hoey, with headquarters in the south of Province Wellesley, have been "active in interfering with the course of justice."

Since the resignation of Mr. Bonner, the former Chief of the Fire Brigade at Manila, there has been considerable dissension in the ranks of the brigade. Matters have been brought to a head by the Acting Chief suspending the Assistant Chief, Mr. Hoey. The nature of the charges has not been disclosed.

Messrs. Levy Hermanos, of Paris, who have recently opened a branch at Singapore, have just sold an enormous diamond of 112 carats to the Sultan of Deli, Sumatra. It is the celebrated stone known as the "Napoleon" which was recently discovered at the Cape, and it is said to be entirely the largest gem of its kind in this part of the world.

Capt. Johann Böhl, of the *Choufa*, has died suddenly at Koh Pai. He had gone to bathe in the sea, when he was seized with apoplexy. The quarantine officer did what was possible to save his life, but his efforts were of no avail. The funeral took place in Bangkok, the *Bangkok Times* states. Capt. Böhl was formerly master of the *Phra Chula Chom Kla*, and his death is very deeply regretted by all who knew him.On the 25th ult. in the Yokohama District Court before Judge Danou judgment was given in the claim for damages brought by Mr. Duhunmal Chellarn against the Hongkong and Shanghai Bank. The plaintiff's claim was dismissed with costs. It will be remembered, says the *Japan Herald*, that the plaintiff claimed damages from the Bank for failure to inform him of the arrival of a certain sum payable to him, by which he was unable to fulfil a contract. The defendants claimed that in telegraphing the money a mistake had been made in the name of the payee, and they had no knowledge that the person meant was plaintiff.

PROPOSED CANTON-MACAO RAILWAY.

A Peking letter states that a Portuguese gentleman is now in the Capital trying to get the permission of the Shanghai and Waiwaiupu to construct a railway between Macao and Canton. "It seems that this gentleman first went to Shanghai and approached H. E. Sheng Kung-pao asking the latter to delay signing any agreement concerning the railway. The Portuguese gentleman, therefore, waited with the delay in getting things settled in Shanghai, went to Peking to work his scheme officially through the Boards of Commerce and Foreign Affairs."—N.C. *Daily News*.

fast to memories of the long ago past, trusted for information of what was going on around him, proved to be the absolutely worst-informed individual in the capital.

TELEGRAMS.

FROM OUR OWN CORRESPONDENTS.

EMIGRANT STEAMER FOUNDERS.

GREAT LOSS OF LIFE.

LONDON, 4th July.

The Danish emigrant steamer *Norge* has foundered off Rockall.

Seven hundred and seventy people were drowned.

[Rockall is a reef lying west of the Hebrides. The *Norge* is a vessel of 2,427 tons net. She was built by Messrs. A. Stephen & Sons, of Glasgow, in 1881; her present owners being the Forendre Danskib Salskab. Her port of registry is Copenhagen.—ED.]

THE TIBET EXPEDITION.

THE FIRST AUDIENCE.

LONDON, 4th July.

The first audience with the delegates has been held at Gyangtse.

The position is uncertain.

[Gyangtse is situated about 105 miles S.W. by W. of Lhasa. On the 28th ult. the Tibetans strongly opposed the advance of the expedition, and suffered heavy losses in consequence. Our Loudon correspondent on the 2nd inst. cabled that the delegates had arrived at Gyangtse.—ED.]

SOMALILAND.

THE MULLAH ACTIVE.

LONDON, 4th July.

The Mullah is at present very active. He has 6,000 men at his disposal.

[Little news of any importance has come from Somaliland since the capture of Illig, situated on the coast, at the end of April. On that occasion the British loss was slight, whereas the dervishes lost heavily.—ED.]

THE GRÆCO-ROMAN WRESTLING CHAMPIONSHIP.

LONDON, 4th July.

Hackenschmidt, the famous Russian wrestler, beat Tom Jenkins, an American wrestler, in the Græco-Roman Wrestling Championship contest.

THE TRANSPORT DISASTER.

OFFICERS KILLED AND SAVED.

[Jenkins, 30 years of age, is of British descent. Until reaching his twenty-first year he worked in a cooling mill at Cleveland, Ohio. Here his powerful physique and prowess in wrestling attracted the notice of an English sportsman. His triumphs include a victory over the once great English wrestler Tom Cannon, and victories over "Bulldog" Clayton, Tom McInerny, Jack Carkick, Charles Green, and John Piening of America. The last-named has himself emerged successfully from two contests with Lurich. Hali Adali, admitted to be one of the finest wrestlers in the world, is another exponent of the art who has met Jenkins. They wrestled for three hours and forty minutes to a draw. Jenkins recently met and defeated the great Scottish champion, A. Munro. The appearance of Jenkins is deceptive. In breadth, stature, and development generally, he does not compare with the great Russian. The result of the contest is likely to have caused considerable disappointment in England and America, as a good deal of confidence was felt in Jenkins. The Championship contest was arranged to take place at Albert Hall.—ED.]

[REUTER'S SERVICE.]

THE TIBET EXPEDITION.

LONDON, 3rd July.

The Tibetans are opening negotiations with the British Mission.

SINGAPORE AND THE CROWN AGENTS.

The Colonial Secretary, replying to a question addressed to him last month, said:—

The negotiations between the delegates from Johore and the Colonial Office as to the terms of the Convention under which the Federated Malay States desire to construct the railway through Johore to connect up with Singapore are proceeding. It is hoped that the remaining differences which at present divide the two parties may be surmounted. The official representatives of the Government of Johore are displaying a liberal and broad-minded attitude and it only remains for Colonial Office negotiators to meet half-way, to bring affairs to an early conclusion satisfactory to both parties. The question whether materials, machinery, etc., which have to be supplied from this country shall be purchased in the open market or through the Crown Agents remains among a few others still an obstacle to an amicable settlement.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 5th at 11.45 a.m. The barometer has fallen at nearly all stations, but more particularly in the neighbourhood of the Miaco Sime Group.

The depression mentioned as eastward of Formosa yesterday is a typhoon moving apparently to the N.E. Moderate S.W. winds will prevail in the Formosa Channel, and light S.E. wind in the northern part of the China Sea. Forecast:—Light E. winds, fine.

THE WAR.

JAPANESE OFFICIAL DESPATCH.

RUSSIANS ATTEMPT TO RETAKE MOTIENLING.

TOKYO, 5th July, 3.45 p.m.

General Kuroki reports that under a thick fog at dawn on the 4th instant, two battalions of the Russian infantry attacked our outposts at Motienling, trying three times to take it by assault. After severe hand-to-hand fighting our outposts repulsed the enemy, and pursued them 4 miles west.

Our side had 15 killed and 30 wounded, including one officer. The enemy left on the field 30 dead and 50 wounded.

[REUTER'S SERVICE.]

RUSSIAN REPORTS.

THE JAPANESE REPORTED TO BE RETIRING.

LONDON, 3rd July.

General Kuropatkin reports that the Japanese force have ceased to advance everywhere except from Senyuching. They are retiring in the Eastward from the region North of Fenghwangcheng.

St. Petersburg newspaper telegrams from Liayang state that the Russians are taking the offensive and re-occupied the Taling pass. The correspondent of the *Bourse Gazette* says that Moien pass and Fengshui pass have also been re-occupied, and that Mischenko's Cossacks have annihilated a Japanese brigade at Siuyen. On the Tashichiao road the Japanese are retiring from all their positions.

The escape of the Vladivostock squadron was due to the darkness and the fog. Admiral Kamimura at nightfall approached the squadron to within a distance of 5 miles between Ikishima and Tsushima. The Russians shelled the pursuing torpedo boats, and, suddenly extinguishing their lights, disappeared in the darkness.

THE TRANSPORT DISASTER.

OFFICERS KILLED AND SAVED.

The *Azaki* observes that there now seems little reason to doubt that Captain John Campbell, master of the *Hitachi Maru*, met his death when disaster overtook the transport. This being generally accepted, the Government is now making investigations with a view to decorating him for his services and granting a pension to his family, as in the case of a Japanese officer under similar circumstances. The same measures are being taken with regard to Mr. Glass, the Chief Engineer of the *Hitachi*, and other foreign officers. Mr. Hayashi Asataro, of the Moji branch of the N. Y. K., who has been making inquiries into the fate of the crews of the *Idzumi*, *Hitachi*, and *Sado*, reports to Mr. Yatsuji, manager of the N. Y. K. at Kobe, that the total of the crews of the three steamers who were saved and brought to Moji is 117, being 16 from the *Hitachi*, and 102 from the *Sado* including the third officer. From these men it is learned that Captain Campbell, who was on the bridge when the Russians approached, had his right foot completely shot away. He was seen sitting on a chair near his cabin for a time, afterwards. Some say he threw himself overboard, but the crew saw little of him after he was shot. Mr. Glass, the Chief Engineer, was seen lying in the passage between his cabin and the engine-room, also wounded by a projectile. Mr. Bishop, the Second Engineer, was working in very high spirits up to the last. It is stated he once jumped into the water, but clambered on board again, helped to lower a boat, and left with thirty or forty men, he being at the helm. Two or three of the men in the boat were swept away by a shot and the rest jumped overboard. Mr. Bishop was seen swimming and clinging to an oar. It is supposed he is among the drowned. Captain Anderson, of the *Sado*, Mr. Kerr, Chief Engineer, Mr. Dring, Chief Officer, and Messrs. Yashiko and Kawata, purser and clerk, were picked up by a Russian boat and taken on board one of the warships. Mr. Carmichael, Second Engineer, and a few seamen and stokers, rowed to a warship. Captain Higgi, Chief Engineer Kubo, Purser Yoshida, and all the other members of the crew of the *Idzumi* who were not killed, may have been taken on board one of the Russian ships. The boatswain and 14 men were killed by the first firing at the *Idzumi*.—*Kobe Chronicle*.

FARNHAM, BOYD & CO'S. DIVIDEND.

Messrs. Vernon and Smyth, sharebrokers, write:—Our Shanghai agents wire to-day (July 5th) that Messrs. S. C. Farnham, Boyd and Co. have declared a final dividend of 7 per cent, making in all 12 per cent on Tls. 12 per share for the year ending 30th April, 1904, as against 15 per cent paid for the previous year's working. A sum of Tls. 50,000 is carried to reserve, bringing that fund up to Tls. 900,000, and Tls. 43,000 are carried forward to the new account.

POLICE COURT.

Tuesday, 5th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

AN UNRULY MALAY.

A Malay quartermaster of the Douglas s.s. *Holman* charged the 1st and 2nd-mates with assault; and the 1st mate cross-summoned the Malay for refusing duty and absence without leave.

The 1st mate admitted the assault, but said he received provocation.

The Malay gave evidence that at 7.30 p.m. on the 1st inst., while the *Holman* was in dock at Kowloon, he was called by the 1st mate to go on duty. His watch, however, really commenced at 8 o'clock, and he told the 1st mate so. The 1st mate therupon dragged him out on deck with the assistance of the second mate, who caught him by the neck. The 1st mate struck him with his fist on the head, and his singlet was torn. He had no marks to show, but there was a pain in his head.

In the cross-summons the 1st mate gave evidence that the Malay refused to go on duty. He was so annoyed that he struck him once and brought him before the captain, who ordered the man to go on duty.

The defendant then left the ship without leave and that was the last he saw of him till he received the summons.

Mr. Gompertz fined the Malay \$5, discharged the 2nd mate, and fined the 1st mate \$5, the Magistrate remarking that it was wrong of the mate to have assaulted the man; he should have charged him.

FALSE PRETENCES.

An American named Hartman was charged with obtaining \$30 from a Chinaman by false pretences and the case was remanded. Hartman, it will be remembered, was on Monday charged with obtaining money by false pretences from the International Bank. On that occasion Mr. Gompertz deferred sentence, it being understood that other charges were to be made against the defendant.

A GARDENER SET UPON.

The Gardener of the Parsee Cemetery, a Chinaman, charged two men with assault. Six men, two of whom he recognised, set upon him, beat him, and then ran away. The defendants were fined \$15 or six weeks' imprisonment.

CHINESE YOUTH IN TROUBLE.

A Chinese youth was fined \$2 or four days' imprisonment for drunkenness.

BOY TO BE BURNED.

A boy of 16 years who stole a lamp from a heap of furniture placed in the street at Bonham Strand while a house was being washed was sentenced to receive 20 strokes.

A NEW TERRITORY CASE.

A man was charged with gambling at the game of *Pa-tyat* at Tap Mun, New Territory. He was fined \$5 or 14 days' imprisonment and \$100 found on his person was forfeited.

WHAT A POLICEMAN HEARD.

An aerated-water shop-keeper sent a coolie to Wan Chai to get some empty bottles and when returning the coolie was overheard by a marine policeman bargaining with a marine hawker for the sale of three of the bottles. Both the shopkeeper and the coolie were sentenced to seven days' imprisonment and six hours' stocks.

KIDNAPPING.

A man and woman were charged with kidnapping a girl, 14 years of age, from her guardian. They induced her to leave her home by saying they would get a husband for her in the country, and then she would not have to work. The defendants were arrested when about to embark with the girl on a river steamer. They were sentenced to one year's imprisonment each.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ARRIVING AFTER DARK.

The captain of the s.s. *Richmond Castle* was summoned by P. Sergt. Clark for arriving at Hongkong after 6 p.m. on the 3rd inst. from Amoy, an infected port. The defendant admitted the charge, but said he was not acquainted with the regulation. He took his ship at once to the quarantine anchorage when informed about the matter.

Mr. Kemp accepted the explanation and imposed the nominal fine of \$1.

REMOVING A PLAGUE CASE.

A ricksha coolie and another Chinaman were charged with removing a man suffering from plague. An Indian P.S. saw the man being taken along Queen's Road West at 5 o'clock in the morning. The sick man was straddled on the shoulders of the second defendant, who was sitting in a ricksha. The ricksha coolie was discharged, and the other man was fined \$20 or three weeks' imprisonment.

LORD MILNER AND IMPERIALISM.

Lord Milner, speaking at a meeting of the Navy League held at Johannesburg, declared that he was more than an Englishman. "I am an Imperialist," he said, "and am prepared to see a federal council sitting in Ottawa, Sydney, or in South Africa, provided that in future the British people hold together." Not only on account of the great achievements and traditions of the Navy, but also on account of its importance as a political instrument in bringing about an organised union of the scattered British race he declared himself a Navy enthusiast. Colonial contributions to the cost of the maintenance of the British Navy were steps in the direction of Imperial federation, and he sincerely trusted that when the Transvaal had self-government it would come forward with a large contribution, and would demand a voice in the control of the Navy. He wanted all parts of the Empire to contribute to the Navy so as to make it a Navy of the Empire.

MARINE COURT.

Tuesday, 5th July.

BEFORE HON. CAPT. L. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

AN ENQUIRY.

It will be remembered that Mr. Leung Kam, owner of the launch *Lee Song*, a few days ago caused an enquiry to be held into alleged negligent navigation by the master of the launch *Cheung Lee*. He stated that at 1 p.m. on the 24th ult. it was reported to him by the coxswain of his launch that the defendant nearly caused collision with his boat owing to negligent navigation. The coxswain of the *Lee Song* gave evidence that as he was proceeding from Hongkong to Yau Ma Tei he observed the defendant's boat on his port quarter. The other launch was going faster than his, and shortly afterwards it crossed and touched his bow in doing so. The witness stopped his engines, and no harm was done. The coxswain of the *Cheung Lee* said that his launch was proceeding from Hongkong to Yau Ma Tei at the time in question. He did not see the other launch at first, as he was in the cabin having "chow." He came on deck when the collision occurred. He had been unable to find the steersman, who was a certified coxswain belonging to his crew. The case was adjourned to see if the steersman could be found.

The case was resumed to-day (5th inst.) when the man acting as coxswain was not produced. Capt. Barnes-Lawrence therefore held that the previous defendant was to blame, having been in charge of the launch at the time, and he suspended his certificate for one month.

NAVAL NOTES.

U.S.N.C. "JUSTIN."

The United States Navy Collier *Justin* arrived from Cavite, P.I., yesterday with 3,000 of coal for the U.S. squadron. She has a 6-pounder gun and small arms aboard.

PRETTY ILLUMINATIONS.

The "Glorious Fourth" illuminations on the U.S. destroyers anchored at Yau Ma Tei Bay are worthy of remark. The vessel was completely outlined, the four funnels and the masts included, with a streak of light from stem to stern. The result was a weird picture of dazzling brilliance.

OIL FUEL FOR WARSHIPS.

The announcement that the torpedo-boat destroyer *Spiritful* has been passed into the Portsmouth Fleet Reserve, after satisfactorily undergoing her power trials, is highly significant. It virtually means that liquid fuel has now reached the practicable and reliable stage of development for naval purposes, for this is the first warship to be fitted solely for the consumption of oil. The difficulty of excessive smoke has been overcome, and a combination of the turbine and liquid fuel is now the progressive engineer's dream of a perfect form of motive power.

GERMAN TRADE SYNDICATES.

In his recently published report on the trade of Germany Mr. Schwabach, H. M. Consul-General at Berlin, gives interesting particulars as to the leading trade combinations in that country. The continuation of the cartels and particularly, the formation of the German Steel Syndicate, are of the utmost importance to enable the German iron industry to compete in the world's market. By means of this syndicate a general organisation of the iron industry has been created, which is distinguished from previous organisations in this industry by the fact that it will extend its operations to the export as well as to the home trade. Since the renewal of the coal syndicate for the next 12 years—until the end of 1915—is secured (although some differences remain to be settled), the syndication of the iron industry will form a second powerful association of an entire province of production, and German industry will undoubtedly experience a reinforcement of its position in the world's market, notwithstanding the undeniable deficiencies connected with those syndicates. The formation of the steel syndicate met with greater difficulties than could have been anticipated six months ago. Nevertheless, on 29th February, 1904, the foundation of the steel syndicate was accomplished on lines differing but slightly from those originally contemplated. In the electric industry further progress has been made in the consolidation of interests which, in the beginning of 1903, led to mutual operations between Siemens and Halske and the Schuckert Works on the one hand, and on the other hand between the General Electric Company and the Union Electric Company. A syndicate has been formed for another branch of the electric industry—the manufacture of incandescent lamps—comprising Germany and Austria-Hungary, in order to abolish over-production and the consequent depression in prices. In the cement industry, which has been in a most precarious condition for years, in consequence of over-production and unrestricted competition, no permanent or extensive agreement has so far been effected, notwithstanding continual meetings and negotiations. Towards the end of the year it was possible to arrive at understanding between at least some of the cement works in the Rhine-Westphalian district, which in turn are striving to effect a conjunction with South German and other North German groups, so that the keen competition from which this industry has suffered since 1900 may be expected to give way to a steadier development and greater profitability, provided the parties concerned are persistent in their endeavours to bring about a community of interests. The negotiations as to the renewal of the potash syndicate, which terminates at the end of 1904, have so far not been brought to a satisfactory conclusion. A strict organisation with greater power for the administration of the syndicate over the several members is sought to be achieved.

THE CHINESE "COSSACKS."

CHUNCHU AND RUSSIANS.

At the outbreak of the present war, it was admitted generally by military critics that the weakest point in the Japanese land forces would be the cavalry, and that therefore the dreaded Cossacks would have much their own way when brought face to face with the foe. But, unless the Chinese Government is able to ensure the neutrality of its people, the Chinese "Cossacks," those organised bands of mounted robbers in Manchuria, to whom the Russians have given the name of Chunchus, may cause the Russians a great deal of further trouble. These Chunchus correspond with those Russian outlaws and freebooters who, from the 13th to the 17th centuries, passed eastwards, and lived by plundering the great trading caravans that travelled along the great rivers, Dnieper, Don, and Volga. Those pioneers of Russia's present dominion over Northern Asia were known by a name of Eastern-Asian origin: they were called "Kossak," that is, "mounted robber"; and to-day the word is "Cossack."

The most famous Cossack was the hero Yermak whose name lives still in the people's songs. So notorious for their evil deeds became the Cossacks of the Volga towards the end of the 16th century, that Ivan the Terrible scattered them once for all and drove them into Asia.

By so doing that Tsar of infamous memory unwittingly took the first step in the direction of founding a Russian Empire in Asia, for these expelled Volga Cossacks overthrew the Tartars in the region now known as Siberia. The descendants of those Cossack freebooters are known to-day as the Trans-Baikal, Amur, and Ussuri Cossacks; they are armed settlers ready to take the field at a moment's notice. Their present task is that of guarding the Manchurian Railway. Strange to say, the people who have given them the most trouble are their Chinese counterparts, the Chunchus.

Among the first Chinese settlers in Manchuria were very many criminals and outlaws of the worst type, who, making common cause with similar desperadoes among the Manchus, formed themselves into robber bands, which were leagued together under the common name of the "Hunhutze" or "Redbeards." The distinguishing signs of these united bands is a red flag bearing the one word "Revenge." In the activity and daring of the Chunchus the Cossacks of bygone centuries seem to live again. In fact, they are a power with which Russia has had to reckon and will have to reckon. The horses of the Chunchus are famous for their speed and endurance, and the Russian mounted Cossack is easily overtaken by the "Redbeards." During the building of the Manchurian Railway the Chunchus plundered the Russians right and left; they swooped down on the Cossack outposts, and plundered the neighbouring villages.

But these "Chinese Cossacks" knew their business well. In the clefts of the northern slopes of the Shan-ko-shan Mountains, on the Upper Sungari, is the chief hiding-place of the Chunchus. Here ruled in 1900 a certain Haileng, who was known to the Russian and Chinese frontier officials as a great hater of all foreigners and the protector of all robbers and criminals. Yet his influence was so far-reaching that one of his relations who lived at Girin played the part of his diplomatic representative in dealing with the local Governor. At last a Russian expedition under General Fock overthrew Haileng early in November, 1900. Then the Chunchus opened an "insurance office" at Newchwang and levied a tax from those traders who wished to do business in the interior of Manchuria. Every trader who was secured thus from being plundered was presented with a flag, which he carried on the front of his vehicle. The most feared robber leader of to-day is Tuleusun, whom a Russian expedition has been trying in vain to catch for the last year. Tuleusun hates the Russians, and for two years he has done everything possible to cause them trouble.

So far he has led a charmed life. Thus, when the Russians began to hunt him down Tuleusun was near Mukden at the head of 600 men, well trained and on good horses. A Russian officer was sent out to surround him, but Tuleusun escaped between the Russians' right wing and the Liao River. Then a flying column was sent to catch him in the village of Sylaklou. After a skirmish, in which he lost 25 men, many horses, and much ammunition, Tuleusun and most of his followers escaped across some marshy ground over which the Russian soldiers could not follow them. After this reverse, Tuleusun fled into Mongolia; however, last October, he appeared with a new troop of 300 men in Apschanchun, on the Eastern China Railway, between the Rivers Tumen and Kunkhie, and Liao. Here Tuleusun was joined by the famous Russian renegade Fulehoy, a fugitive from the penal colony of Saghalien, and who was in command of 500 well-mounted robbers. On hearing of this alliance, the Russians sent two companies of infantry, one troop of horse and four guns, under Captain Trotski, to surround the robbers and to prevent them from fleeing into Mongolia. Although the Russians thought that they were guarding all the roads on the Liao, yet Tuleusun and his followers found an unguarded ford; they crossed it and withdrew into Mongolia with the Russian troops on their heels. The Russians overtook the robbers in a small village, where, according to a Russian report, a terrible battle took place for 178 robbers were killed, 200 were wounded, and they lost 250 horses and great many arms. Fulehoy was killed, but Tuleusun escaped again with 900 men. As at that moment relations between Russia and Japan became strained, this Russian punitive expedition was recalled. If Japan keeps the command of the sea, Russia has only one means of transporting food and ammunition for her troops in Manchuria; this is dependent upon the Siberian and Manchurian railways. Of course, this weak spot in Russia's conduct of the war is known to the Chinese Cossacks; it is more than likely that the latter will side with Japan, and should be the case, the activity of these robber bands may be of some importance in deciding the fortunes of war.—A correspondent in the *Globe*.

RECORD CHEQUES.

It has been stated that the cheque for \$8,000,000 sterling drawn by the United States Government as the purchase price of the Panama Canal creates a record in history of banking. As a matter of fact, however (says the *Globe*), it stands only third on the list of colossal cheques. In this matter the Yankee does not lack creation, and the records for the biggest single payments both stand to the credit of the oldest and most retrograde of States. China paid the first instalment of her war indemnity to Japan by a cheque for the curiously exact amount of £3,225,000 £s. 10d.

It was drawn on the Bank of England, and was the largest cheque ever paid by that or any other banking institution. Three years later, in paying the balance of the indemnity, China beat her own record by presenting Japan with a cheque for the stupendous sum of £11,000,000 £s. 16s. 9d., representing nearly a third of the value of all the bullion in the Bank's Issue Department.

After these huge drafts comes the United States Treasury's cheque for £8,000,000. In strictly commercial and not international transactions, the biggest private cheque ever drawn and cashed was the one signed after the amalgamation of the diamond mines at Kimberley in 1889. To end the competition and obtain a monopoly in the diamond mining industry of South Africa, De Beers Consolidated Mines purchased the property of the Kimberley Central Company, and in payment handed over a cheque for £5,338,650. A better conception of the enormous value of this cheque follows when it is considered that at the interest of 3 per cent, the sum would yield a perpetual income of over £160,000 a year. Last year, J. P. Morgan and Co. passed a cheque for £4,620,000 through the New York Clearing House, but this was not the biggest single payment in the commercial history of America. In February, 1901, a cheque was drawn for £4,781,754 £s. 8d. by J. P. Morgan and Co. in connection with the disposal of Mr. Carnegie's holdings. A few years ago, the Great Indian Peninsula Railway Company drew a cheque on the London and County Bank for £1,250,000. At the Clearing House cheques for similar and even larger amounts are occasionally seen in the ordinary way of business; one for £3,000,000 sterling was recently drawn on a private bank and paid into the Bank of England. Cheques for less than a million and more than a hundred thousand pounds are comparatively common. One of the largest cheques drawn by a man in his private capacity was that for £300,000, which Lord Masham signed in purchasing an estate. In the way of trade, advertisements have familiarised the public with cheques sum extending to six figures in payment of the Customs duty on tea or tobacco. A few years ago a Bristol firm paid a quarter of a million sterling for tobacco duty in one week, by means of two cheques for £35,000 and £100,000.

For formal use in its transactions with the Government, the Bank of England specially printed and uses a banknote for £1,000,000. In contrast with these huge payments there is the smallest cheque ever drawn. In paying the salary of President Cleveland, the United States Treasury discovered a discrepancy of one cent in his favour, and accordingly presented him with a cheque for this missing halfpenny.

The cheque-book, and the feats of the old magician's *wand*, pale beside the scroll of a pen which converts a scrap of paper into gold and all that gold means. This is true romance, but a certain amount of technique is also involved. It has been judicially laid down that a cheque need not be dated. It is then payable on demand, because no time is stated for payment. Nor is a cheque invalid by being anti-dated, post-dated or dated on a Sunday. The general idea that a cheque is a kind of banknote and may be cashed at leisure is at variance with the pronouncements of law. A banker will refuse to cash a cheque six months old, on the ground that it is stale or out of date. By retaining a cheque for some time before presentation, the holder runs the risk of the failure of the bank, and in that case he could not recover the money from the drawer of the cheque; he would rank merely as one of the bank's creditors. A cheque must be presented within "a reasonable time," and this has been defined as extending to two days after date or receipt, or if the cheque is received after banking hours, until the third day. To obtain a cheque longer has been judicially branded as culpable negligence. The payee named in the cheque may be a fictitious or non-existent person; in this case, the money must be paid to the bearer. If, for instance, you pick up in the street a cheque made out to "Old Fool" or "The Great Penjandrum," you have merely to endorse it to secure payment. Recently, at a suburban branch bank, a young bride presented a cheque payable to the "Sweetest of the Sweet." The puzzled cashier asked the bearer, "Who is the Sweetest of the Sweet?" "I am," replied the lady, and being told to endorse it accordingly, the money was paid over, and the cheque duly figured on the credit side of her husband's pass-book.

Major-General Wade, who is to be succeeded in his Philippine command by General Corbin, about November 1, has received word from Washington that on his return to the United States he will have command of the Atlantic division, his headquarters being at Governor's Island, New York harbour. The Atlantic division comprises the department of the east and the department of the Gulf.

BEWARE of the party offering Imitations of Macniven & Cameron's Pens. "They come as a boor and a blessing to men."

The Pickwick, the Owl, and the Waverley Pen.

Sold at all Stationers.

MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh.

[402-3]

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LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL.

(Few Doors East of Hongkong Hotel)

Hongkong, 30th March, 1904.

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A CONSIGNMENT of FRESH PROVISIONS from Messrs. Cross and Blackwell's and Phillips and Conrads;

Also

Messrs. Huntley and Palmer's Varied Assortment of BISCUITS and CAKES;

And

Cadbury's Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. RUTTONGEE,

No. 5, D'Aguilar Street,

36 to 38, Elgin Road, Kowloon,

Hongkong, 6th July, 1904.

1649

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, Alexandra Buildings, Des Voeux Road, on THURSDAY, 14th day of JULY, 1904, at 9 P.M. Further Particulars will be published later.

Hongkong, 5th July, 1904.

1641

WANTED:

STENOGRAPHER. Must be thoroughly efficient. Statuary experience, references and salary required to—

"REMINGTON-BARLOCK,"

Care of Daily Press Office.

Hongkong, 5th July, 1904.

1640

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903.

1267

NOTICE OF REMOVAL.

CHAS. J. GAUPP & CO. have This Day REMOVED into their new premises

"ALEXANDRA BUILDINGS,"

CHATER ROAD

(next door to Messrs. A. S. Watson & Co., Ltd.)

Hongkong, 2nd July, 1904.

1625

NOTICES OF FIRMS

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 47, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agent direct.

GEORGE CURRY,

Local Secretary

Hongkong, 8th June, 1904.

144

A. S. WATSON & CO., LIMITED.

M. R. ALFRED HENRY MANCELL has This Day been appointed AGENT for the General Managers of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904.

1619

A. S. WATSON & CO., LIMITED.

M. R. JOHN ARTHUR TARRANT has This Day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904.

162

TO LET

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1ST and 2ND FLOORS, No. 38, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to— THE YEE WO,

Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904.

1311

TO LET.

GODOWN, No. 32B, PRAYA EAST. Nos. 17 & 19, SEYMOUR ROAD. Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 5th March, 1904.

1430

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin and Accommodation.

Apply— MANAGERESS,

Macdonald Road

or FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903.

71

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE."

2 & 4, KENNEDY ROAD,

and "TOWER HOUSE," Kennedy Road.

EXCELLENT Table, Every home comfort Well furnished room facing the harbour.

For terms, apply to—

Mrs. G. SACHSE,

"St. George's House."

Hongkong, 15th March, 1903.

170

BOARD AND RESIDENCE

M. R. S. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904.

178

BOARD AND RESIDENCE

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pudding Hill.

Hongkong, 1st January, 1904.

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TWO ROOMS, on the First Floor of

Alexander Buildings.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904.

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Offices, in Des Voeux Road Central.

Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

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Care of Daily Press Office.

Hongkong, 26th April, 1904.

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Hongkong, 19th March, 1904.

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BOARD AND RESIDENCE

M. R. S. G. SACHSE,

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27, CAINE ROAD.

Hongkong, 19th March, 1904.

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THE

ROBINSON
PIANO CO. LTD.UPRIGHT IRON
GRANDS
MANUFACTURED BY US
ARE TO BE
ABSOLUTELY DEPENDED ONTHERE IS NO PIANO SO WELL
ADAPTED TO STAND THE
HONGKONG CLIMATE.
THE MATERIAL IS OF THE BEST
AND THOROUGHLY
SEASONED IN THE COLONY.WE GUARANTEE THEM FULLY.
PRICES \$100: Upwards.BABY
GRANDS
ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

NOTICE TO MARINERS,
No. 197 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO
THE YANGTZE.Intended change in the position of the
Gas-Lighted Fairway Bell Buoy.NOTICE IS HEREBY GIVEN that in
consequence of changes having taken
place in the Entrance to the South Channel,
the Gas-Lighted Fairway Bell Buoy will be
shifted 1½ miles South of its present position
on or about the 15th July next.From the Buoy, the Tungsha Lightship will
then bear N. 48 W.Further information can be obtained at the
Coast Inspector's Office.

All Bearings given are Magnetic.

T. J. ELDIDGE,
Deputy Coast Inspector.Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th June, 1904. [1628]TONG CHONG & CO.
No. 98, QUEEN'S ROAD CENTRAL.Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

FOR SALE

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TEAKWOOD STEAM LAUNCH in Good
Working Order and condition.
Length 39 feet.
Breadth 7 feet.
Depth 3 feet 6 inches.
Engines, Compound Outboard Condensing.
Prices \$3,250.
Apply to—X.
Care of Daily Press Office,
Hongkong, 31st May, 1904. [1374]

TO PHILATELISTS.

FOR SALE, a large variety of Chinese, all
issues, Chinese Locals, Shanghai, Hong-
kong, Indian Native States, Burmese, &c., &c.,
including many of the old and rare issues.
Selections sent on approval. Prices extremely
low. Apply—BOX 14,
Care of Daily Press Office.

Hongkong, 14th June, 1904. [1485]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
The PEAK.
Apply to—THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
Hongkong, 21st May, 1904. [123]

FOR SALE.

STEAM Launch, "PERSEVERANCE."
Length 100 feet; Beam, 18 feet; Depth,
9 feet; Speed 10 miles per hour. In first-class
working order.
Apply to—WANG HOP COMPANY,
No. 82 (1st Floor), Des Voeux Road Central,
Hongkong, 29th June, 1904. [1696]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
on
FRIDAY,
the 8th JULY, 1904, commencing at 2.30 P.M.,
at Nos. 2 and 4, GAGE STREET,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—
EXTENSION DINING TABLE, SIDE-
BOARD, and DINNER WAGGON with BEVELLED
MIRRORS, PICTURES, ENGRAVINGS,
BRASS-MOUNTED FENDERS,
LACE CURTAINS, VERY FINE VEL-
VET PILE CARPET, &c., &c., &c.;
PLUSH COVERED DRAWING ROOM
SUITE, OVERMANTELS with BEVELLED
MIRRORS, PICTURES, ENGRAVINGS,
BRASS-MOUNTED FENDERS,
HARDWOOD WARDROBES,
BUREAUX with BEVELLED MIRRORS,
TAPETRY and PLUSH COVERED
BEDROOM SUITES, DRESSING TABLE
with MIRROR, MARBLE-TOP WASH-
STANDS, TOILET SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN
REQUISITES, &c., &c.;
Also3 COTTAGE PIANOS in Good Condition,
by Chappell and Co., John Broadwood and Sons
and The Robinson Piano Co.;And
One PIANOLA with a Large Selection of
Music.
TERMS.—Cash on delivery.
On View from Thursday, the 7th July, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 5th July, 1904. [1643]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
on
SATURDAY,
the 9th JULY, 1904, commencing at 2.30 P.M.,
at his SALES ROOMS, Daddell Street,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—TAPESTY COVERED DRAWING ROOM
SUITE, OVERMANTELS with BEVELLED
MIRRORS, LADY'S FANCY
WRITING DESK, and OCCASIONAL
TABLES, &c., &c., &c.;
EXTENSION DINING TABLE,
MARBLE-TOP SIDEBOARDS with BEVELLED
MIRRORS, DINNER WAGGONS, CHIFFONIERS, &c., &c.;
BRASS-MOUNTED BEDSTEADS,
WARDROBES with BEVELLED MIRRORS,
MARBLE-TOP BUREAUX, with BEVELLED
MIRROR, MARBLE-TOP WASHSTANDS and DRESSING TABLES,
TOILET SE. &c., &c., &c.;
BATHROOM and KITCHEN
REQUISITES; AlsoOne HAMMOND TYPEWRITER (almost
new); Also
Several TYPEWRITERS and BICYCLES
of VARIOUS MAKES.
TERMS.—Cash on delivery.
On View from Wednesday, the 8th July, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 4th July, 1904. [1628]

PUBLIC AUCTION.

THE PIANO OVERHEAD.

MISCELLANEOUS ITEMS.

VERY AMBIGUOUS.

The annual meeting of the Charity Organisation
Society of Melbourne has been held at the
town hall. Mr. J. A. Levy read a letter from
Lord Hopetoun thanking the society for the
assistance always given to him.—*Argus*,
Melbourne.SCARCITY OF MARRYING MEN.
Every day the labour market grows more con-
gested; each day a marrying man becomes more
of a curiosity, bidding fair to become a coveted
specimen, exhibited in a glass case at collections,
and the women who do not face this fact, and
seek pastures new, are bound to be "left."—
Helen Mathers, in *London Opinion*.

A "GENTLEMAN AMONG THIEVES."

American friendship for China is an example
of the striking effect of background. With all
respect to our English and Continental friends,
it is their behaviour to the Chinese that makes
it appear, by contrast to them, like a fairly
honest and courteous gentleman among a band
of plunderers.—*Times*, New York.

OUT-OF-DATE SERMONS.

The message is delivered Sunday after
Sunday from the average pulpit is rapid and
meaningless to the man of affairs of to-day.
Your man of the present requires a different
preaching than did his father. He wants you to
say something, and to say it without flourishes
and in as short a time as possible. He has no
time or patience with theories.—*Outlook*, New
York.

THE NEW LONDON.

Hotel after hotel, each more gilded than the
last, has arisen in London, until no city in the
world can match them in size, luxury, and
display. Our theatres have increased in
number, or have been remodelled into comfort.
Clubs have arisen easy of access to visitors,
with friends or introductions, while society
itself throws open its doors to wealth from
whatever quarter of the world it may arrive.—
Fairy Fair.

"W. G.'S" RECORDS.

Commenting on the fact that during his
career in first-class cricket Mr. W. G. Grace
has scored over 55,000 runs and taken over 2,700
wickets, "A Clerical Cricketer" writes to the
Daily Mail.—Is it not a fact that no other
cricketer has scored 15,000 runs and taken 1,500
wickets? One lad all over the land ought to
know this; and this, too, they ought to know—a
record I have never seen stated in print—that
in the seventies alone W. G. scored 17,734 runs
with an average of 50, and took 1,118 wickets at
an average of 14. Arthur Shrewsbury told me
not very long before his death that, simply as a
bystander, Dr. Grace was, in his opinion, easily
first compared with any other whatsoever. As
an all-round cricketer his premier position is
almost ridiculously secure.

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an all-round cricketer his premier position is
almost ridiculously secure.

THE PIANO OVERHEAD.

A student engineer living in Charlottenburg
has taken a drastic method of silencing a piano
which was being played eternally in the flat over
that occupied by him. Finding remonstrance
useless, he bored a fine hole through the ceiling
of his study and the floor of the room above into
which he fitted a fine rubber tube. Through
this tube he passed the acrid fumes of sulphuric
acid gas, which in a short time drove the piano-
player from the room. This process was repeated
day after day, until the minute hole in the
floor was discovered. The piano-player brought
an action, and the engineer has been fined for
an attempt to do bodily harm.

COUNTESS MARRIES HER COACHMAN.

Emma Sophia Georgiana, widow of the second
Earl of Ravensworth, who died in 1903, has
been married to Mr. James William Wad-
sworth, 28, described in the marriage certificate
as a steward, son of an estate agent. The address
of bride and bridegroom is 15, Upper Grosvenor
Street, Lady Ravensworth's town house. For
some months Mr. Wadsworth had been coachman
to the Countess, and for a week after the
wedding he continued in this position, and
lived at 15, King-street Mews. The couple
are now on their honeymoon in the country.
The second Earl of Ravensworth died rich, with
personality outside the estate of about £200,000.
He left his wife £10,000 cash, £60,000 in India
Three per Cent, besides all balances standing
to his credit with his bankers and all deposits
held by them on his account at his death.

REPORT OF AN EXPERT.

The representative of Messrs. BRABTY and
HINCHLIFFE LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

MR. GOULD'S CASTLE IN THE AIR.

Mr. Howard Gould, of New York, is suing
his architect, Mr. Haydel, for the return of
thirty thousand dollars, commissions paid in
advance on designs for the duplication of Kil-
kenny Castle, at a cost of four million dollars.
Mr. Haydel, whose professional résumé is est-
ablished, was unable to reconcile the demands
made upon him either with his artistic concep-
tions, or even with the structural possibilities.
Mr. Gould wanted Castle Gould to be double
the size of Kilkenny Castle, with two hundred
living rooms, an orangery 200 feet wide, a
library 150 feet by 50 feet, and a stable to cost
eight hundred thousand dollars, accommodating
one hundred horses. Mr. Haydel alleged that
the proposals were not only monstrosities, but
were structurally impossible.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATINGTHE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNILL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 17th October, 1903. [1166]THE DERBY RUN IN A
THUNDERSTORM.The great international Derby was run under
most disastrous weather conditions, a thunder-
storm raging during the eventful struggle,
which resulted in a victory for Mr. Leopold de
Rothschild's St. Amant, and in an inglorious
defeat of the French favourite Gouvernant.To the unsheltered on the hill, says one
account, it was the most wretched Derby within
recollection. The crowd—large enough, though
smaller than usual—experienced the full force of
the torrential rain that swept from the thunder
clouds when the great race started. The force,
stinging showers, penetrated overcoats and
macintoshes, and dribbled in cascades from
countless umbrellas down the necks and faces of
people, who bore it all with a cheerful stoicism
that was almost heroic. The encampment of
ready-money bookmakers was practically deserted.
So much so that one of the fraternity invited the
unwilling "sports" to have "Lightning"
for a win and "Thunder" for a place. Then
when presently the clouds were riven by a
snaky, purplish flame, followed instantly by a
rattle like rifle fire that swelled into one terrific
crash, the bookmaker announced with assumed
gravity that "Lightning" had won by a short
length. The crowd that otherwise would have
laughed boisterously only smiled dismally. A
sorry, soaked crowd it was, standing in yellow
mud, ankle deep, or sodden grass that damped
the feet even more. Yet out of these conditions
the usual drove of Derby loafers managed rep-
spective somewhat of a harvest. They brought large
umbrellas under which one was allowed to
stand for sixpence, and hawked trusses of straw
for people to stand at so much per head—or
rather foot. Hundreds of "hill-top men" occa-
sionally "bedded down." But these small comforts
could not conquer their settled melancholy. The
twanging of a solitary mandolin seemed incongruous.
No one heeded it for a time; then a satirical person imitated the Italian
musician "if he had a gondola" handy, as he
wanted to get to the station. Groups of
burnt cork minstrels stood about dejectedly,
the rain washing yellow streaks down their
manufactured complexion. They were incap-
able of attuning their banjos to such con-
ditions, save one who sang "Down by the
Swansea River." Mournful it was in the extreme,
but, saddest thing of all, not one in a thousand
of the patient denizens of the hill saw the
cause because of the umbrellas that shot up like
a mighty field of mushrooms.Perhaps the feeling uppermost in the minds
of everybody connected with the inner life of
racing after St. Amant's victory was one of
thankfulness that the immense sum of money
which the success of Gouvernant would have
taken out of the country remained in the Turf's
escheator.
It has been stated that M. Blanc and his
immediate friends backed Gouvernant to win
some £40,000. That is a large sum; but it
would by no means have represented the total
French winnings, for the immense crowd which
followed in M. Blanc's train would have taken
a lot of money back home never to return.The mystery of the race of course was the
utter and ignominious failure of Gouvernant,
and as helping to elucidate this the opinions of
his jockey may be of service. Obviously something
must have been wrong, for Gouvernant had
survived the severest tests at home, and it is ridiculous to suppose that the French horses
just now are so bad that the acknowledged best
cannot do better than Gouvernant did yester-
day. In the judgment of Cannon the horse
was thoroughly upset by the thunderstorm,
whose worst furies, so far as the explosions of
heaven's artillery went, were experienced
during the preliminaries of the race. Gouver-
nant took fright at the opening crash, and each
successive peal increased his alarm, until his
state became one of such nervousness, terror
and general up-settledness that he entered on
the contest a beaten horse.MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUO-UCHI, TOKIO.

Cable Address, "IVASAKI".

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed to—

MANAGER, MITSUBISHI CO., with name of
place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPAGNA MARITIMA.

YOKOHAMA: M. ASAEDA.

SHIPPING.

ARRIVALS.

BADENIA, German str., 9:45 A.M., Rorden, 5th July, Manila 2nd July, General—Hamburg-American Line.
CHINLI, British str., 5th July, from Canton.
DAG, Norwegian str., 5th July, from Canton.
EMPEROR OF JAPAN, British str., 5,940, Hy. Bales, R.N.R., 5th July, Vancouver via Ports, 13th June, General—C.P.R. & Co., FOOSHING, British str., 1,423, Thos. Arthur, 5th July—Maj. 9th June, Coal—Jardine, Matheson & Co.
ISCHIA, Italian str., 2,753, Magazzini, 5th July, Singapore 29th June, General—Carlowitz & Co.
JESUS, United States str., Hughes, 5th July, Guan 28th June and Cavite 1st July, Coal—Order.
KOHISCHANG, German str., 1,292, S. Simonsen, 5th July, Bangkok 28th June, Rice and Wood—Butterfield & Swire.
KOWLOON, German str., 2,326, H. Stehr, 5th July, Chinkung 30th June, General—Sienssen & Co.
LOONGMOON, German str., 5th July, from Canton.
NEGA, Italian str., 2,061, Angelo, 5th July, Singapore 29th June, Coal—Dowdell & Co.
NURNBERG, German str., 2,063, J. Jaburg, 5th July, Foochow 3rd July, General—Hamburg-American Line.
PRINSESSE MARIE, German str., 3,517, P. A. Berndsen, 5th July, Shanghai 2nd July, General—Melchers & Co.
PRINZ REGENT LUITPOLD, German str., II. Kirchner, 5th July, Biemon and Singaport 1st July, Mail and General—Melchers & Co.
SIKH, British str., 3,116, James Rowley, 5th July, New York 4th May, General—Dowdell & Co.
TAKSAMO, British str., 377, W. P. Baker, 4th July, Bangkok 28th June, Rice—Jardine, Matheson & Co.
WOSANG, British str., 1,772, Malfin, 5th July, Tientsin and Chefoo 27th June, General—Jardine, Matheson & Co.
YANTZEE, British str., 4,149, W. C. Lycoff, 5th July, Yokohama to Kobe, Shanghai and Foochow 21st June, General—Butterfield & Swire.

DEPARTURES.

4th July.
SOUTHGATE, British str., for Nagasaki.
UNDINE, Norwegian str., for Canton.
5th July.

ANELEY, British str., for Kobe.
ASHMOUNT, British str., for Yokohama.
BINH THUAN, French str., for Kobe.
C. DIEBOLDSEN, German str., for Hoihau.
HAICHENG, British str., for Swatow.
HAILAN, French str., for Hoihau.
KEONGWAU, German str., for Bangkok.
MATILDE, British str., for Swatow.
NANYANG, German str., for Chefoo.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th July.
Bardenia, German str., for Tsin-tan.
Bellarig, British str., for Nagasaki.
Cheungchow, British str., for Amoy.
Honoi, French str., for Haiphong.
Hue, French str., for Kwang Chow Wan.
James Brand, British str., for Amoy.
Kowloon, German str., for Canton.
Kurnberg, German str., for Hamburg.
Prinzesse Marie, Danish str., for Singapore.
Yangtze, British str., for London.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU).
THE Steamer

FOR NAGOYA.

5th July.

FOR NAGASAKI.

THE Steamer

FOR NAGOYA.

5th July.

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"OANFA"	On 8th July.
GLASGOW and LIVERPOOL.	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL.	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL.	"AJAX"	On 29th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL.	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP.	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP.	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP.	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL.	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"OANFA"	On 14th July.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 25th June, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 6th July.
MANILA	"TEAN"	On 6th July.
SHANGHAI, SWATOW, CHEFOO and TIENTSIN	"WOOSUNG"	On 6th July.
ILIOILO	"CHIHLI"	On 7th July.
AMOY and SHANGHAI	"PAKHOI"	On 7th July.
KOBE	"SHANSI"	On 8th July.
YOKOHAMA and KOBE	"TAIYUAN"	On 13th July.
YOKOHAMA and KOBE	"TSINIAN"	On 18th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 6th July, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS-POSTE FRANCAIS

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSHALL, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARIA," Captain H. Schlier, with
Mails, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 11th July. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office, Contain and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st July, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU,"
will be despatched as above on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHAIA,
Manager.

Hongkong, 27th June, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, HIS AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBryde—
Standard Oil Co.

LYNDHURST, British 4-m. barque, Parcell—
Standard Oil Co.

KENTMERE, British Ship, T. E. Burch—
Standard Oil Co.

ANAPA, British Ship, J. M. Williamson—
Shewan, Tomes & Co.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S

INTERMEDIATE LINE.

The New and Well-Appointed Twin Screw s.s.
"SAIDINIA,"
6,574 Tons, will be despatched for LONDON
DIRECT on or about 21st July.

Has excellent accommodation for FIRST &
SECOND SALOON Passengers at moderate rates.

To be followed by the Steamer

"BORNEO,"

4,573 Tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th June, 1904.

[1568]

NATAL LINE OF STEAMERS.

SHIPPING

IN PORT.

STEAMERS.

ANAPA, British str., 2,511, J. M. Williamson,
25th June.—Barry Dock 15th May, Coal.

—Order.

AN PRO, British str., 966, J. Kynoch, 30th

June.—Saigon 26th June, Rice.—Chinese.

July 4, ATHENIAN, British str., 3,835, S.

C. Robinson, Vancouver 6th June, General.

C. P. R. Co.

BENALY, British str., 2,510, J. M. Williamson,
4th July.—London and Singapore 28th

June, General.—Gibb, Livingston & Co.

CARL DIEDERICHSEN, German str., 774, H.

Schlaikier, 20th June, Haiphong and Hoi

an 26th June, General.—Johnson & Co.

CARL MENZEL, German str., 984, J. Janssen,
18th June.—Amoy 17th June, Bassalt—

East Asiatic Trading Co.

CHANGCHOW, British str., 1,202, Monkman,
July 3—Canton 2nd July, General.

Batterfield & Swire.

CHANGHUA, British str., 1,213, C. Harrison,
3rd July.—Panama 24th June and Singa-
pore 27th, General.—Chinese.

CHINOT, British str., 1,459, J. Mc. Howie,
3rd July, Kobe and Katchinotzu 25th June,

General.—Batterfield & Swire.

CHIYUAN, British str., 1,281, Lawlor, 3rd

July—Bangkok 27th June, General.

CLAVIER, British str., 2,154, David Burton,
2nd July.—Sailas 28th May and Meji
27th June, Bassalt.—C. C. S. S. Co.

CLITUS, British str., 1,553, D. W. Hislop, 28th

June.—Saigon 23rd June, Rice and General.

—Order.

CLYDE, British str., 1,496, H. Smith, R.N.R.,
2nd July.—San Francisco and Shanghai

29th June, Mails and General.—O. & O. S. S. Co.

DUNALAN, British str., 2,020, J. Graham, 2nd

July—Barry via Natal 24th April, Coal.

ERICA, German str., 1,201, R. Rickman, 30th

June—Hongay via Shanghai 28th June, Coal.

GENERAL ALAYA, American transport, Whit-
ton, 20th June—Cavite 17th June.

HAILAN, French str., 377, L. Anderson, 1st

July—Pakhoi 28th June and Hoiboo 30th

General and Pigs.—A. R. Marti.

HAIMUN, British str., 636, W. C. Pasmore,
21st June.—Kots 19th June, Bassalt.—

Douglas Lapraik & Co.

HANOI, French str., 719, P. Merlees, 12th

July—Haiphong and Hoi An 2nd July, General.

—A. R. Marti.

HUNSA, British str., 1,424, W. E. Sawyer, 30th

June.—Saigon 26th June, Rice.—Jardine,

Matheson & Co.

HUV, French steamer, 505, Godineau, 4th July,
—Haiphong and Kuanghauan 3rd July,

General.—A. R. Marti.

JAMES BEARD, British str., 2,512, Torrence,
2nd July—Santana 22nd June, Bulk Oil
—May & Co.

KEROGWAL, German str., 1,015, W. Moller-
mann, 29th June—Bangkok 20th June, General.

—J. Nichol, Xangtze.

RAMBLER, surveying-ship, 583 tons, Comdr.

Chas. E. Monroe Amoy

RIMALDO, sloop, 980 tons, 6 guns, Comdr. D. S. S. Co.

RINAI, river gunboat, 85 tons, 2 guns, 240

i.h.p., Lieut.-Comdr. Vaughan, West River

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. Thos. Jackson, Yangtsze

SANDPIPER

POST OFFICE NOTICES.

BOOKS CONTAINING: 16 Postage Stamps of 4 cents
12 " " 2 cents
12 " " 1 cent
Price \$1.00 each book.

The *Oceanie*, with the French mail of the 10th ult., left Singapore on Tuesday, the 5th inst., at noon, and may be expected here on about Tuesday, the 12th inst. This packet brings replies to letters despatched from Hongkong on the 7th May.

MAILS WILL CLOSE

TODAY

TOMORROW

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY